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# Hongkong Daily Press.

ESTABLISHED 1857



No. 16,555. 號五十五五萬六千五十五第一 日一十二月四年三統宣 HONGKONG, FRIDAY, MAY 19TH, 1911. 五拜禮 號九月五年一一百九十一英港香 PRICE \$3 PER MONTH.

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JOHN D. HUMPHREYS & SON,  
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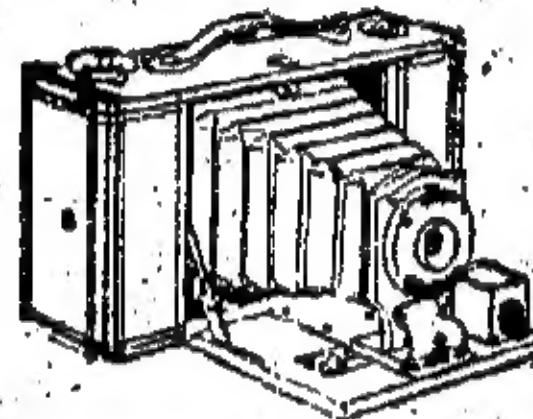


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Hongkong, 12th April, 1911. [591]



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Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, turbines, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—106 buildings, principally of brick and steel, 353 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.16 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [713]

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FOR

### CHAMPAGNE HEIDSIECK MONOPOLE

Hongkong, 15th May, 1911. [709]

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MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

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HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,

Hotel Mansions, Opposite Hongkong Hotel. [144]

### NOTICES OF FIRMS

#### NOTICE.

IN Accordance with instructions from our Head Office, the name of our Firm has This Day been changed to THORESEN & Co. AAGAARD, THORESEN & Co., Hongkong, 15th May, 1911. [705]

#### NOTICE.

NOTICE IS HEREBY GIVEN that the power so far held by M. J. EMIL MEYER to sign our Firm per Procuration has been withdrawn from this Date. GABEELS, BOERNER & Co., Shanghai, Hongkong, Hankow. Hongkong, 12th May, 1911. [699]

#### NOTICE.

M. B. H. MACKE, Manila, will not be responsible for any debts contracted by his son, GOKBOY. DEACON, LOOKER & DEACON, 1, Des Vœux Road, Hongkong. Hongkong, 26th March, 1911. [502]

### WANTED

#### EMPLOYMENT WANTED.

A Capable CHINESE with good working knowledge of English desires employment. Satisfactory references as to character, &c. Apply—

#### NOTICE.

A. B. C., Care of "Daily Press" Office, Hongkong, 17th May, 1911. [715]

#### NOTICE.

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## OPIUM AGREEMENT, 1911.

## THE FULL TEXT.

[FROM OUR PEKING CORRESPONDENT.]

Under the arrangement concluded between His Majesty's Government and the Chinese Government three years ago, His Majesty's Government undertook that if during the period of three years from January 1st, 1908, the Chinese Government should duly carry out the arrangement on their part for reducing the production and consumption of opium in China, they would continue in the same proportion of ten per cent. the annual diminution of the export of opium from India, until the completion of the full period of ten years in 1917.

His Majesty's Government, recognizing the sincerity of the Chinese Government, and their pronounced success in diminishing the production of opium in China during the past three years, are prepared to continue the arrangement of 1907 for the unexpired period of seven years on the following conditions:

I.—From the first of January, 1911, China shall diminish annually for seven years the production of opium in China in the same proportion as the annual export from India is diminished in accordance with the terms of Agreement and of the Annex appended hereto until total extinction in 1917.

II.—The Chinese Government have adopted a most rigorous policy for prohibiting the production, the transport and the smoking of native opium, and His Majesty's Government have expressed their agreement therewith and willingness to give every assistance. With a view to facilitating the continuance of this work, His Majesty's Government agree that the export of opium from India to China shall cease in less than seven years if clear proof is given of the complete absence of native opium in China.

III.—His Majesty's Government further agree that Indian opium shall not be conveyed into any provinces in China which can establish by clear evidence that it has effectively suppressed the cultivation and import of native opium.

It is understood, however, that the closing of the ports of Canton and Shanghai to the import of Indian opium shall not take effect except as the final step on the part of the Chinese Government for the completion of the above measure.

IV.—During the period of this Agreement it shall be permissible for His Majesty's Government to obtain continuous evidence of this diminution by local enquiries and investigation conducted by one or more British officials accompanied, if the Chinese Government so desire, by a Chinese official. Their decision as to the extent of cultivation shall be accepted by both parties to this Agreement.

During the above period one or more British officials shall be given facilities for reporting on the taxation and trade restrictions on opium away from the Treaty ports.

V.—By the arrangement of 1907 His Majesty's Government agreed to the despatch by China of an official to India to watch the opium sales on condition that such official would have no power of interference. His Majesty's Government further agree that the official so despatched may be present at the packing of opium on the same condition.

VI.—The Chinese Government undertake to levy a uniform tax on all opium grown in the Chinese Empire. His Majesty's Government consent to increase the present consolidated import duty on Indian opium to £1s. 350 per chest of 100 catties, such increase to take effect as soon as the Chinese Government levy an equivalent excise tax on all native opium.

VII.—On confirmation of this Agreement and beginning with the collection of the new rate of consolidated import duty, China will at once cause to be withdrawn all restrictions placed by the Provincial authorities on the wholesale trade in Indian opium, such as those recently imposed at Canton and elsewhere, and also all taxation on the wholesale trade other than the consolidated import duty, and no such restrictions or taxation shall be again imposed so long as the Additional Article to the Chelmsford Agreement remains as at present in force.

It is also understood that Indian raw opium having paid the consolidated import duty shall be exempt from any further taxation whatsoever in the port of import.

Should the conditions contained in the above two clauses not be duly observed, His Majesty's Government shall be at liberty to suspend or terminate this Agreement at any time.

The foregoing stipulations shall not derogate in any manner from the force of the laws already published or hereafter to be published by the Imperial Chinese Government to suppress the smoking of opium and to regulate the retail trade in the drug in general.

VIII.—With a view to assisting China in the suppression of opium His Majesty's Government undertake that from the year 1911 the Government of India will issue an export permit with consecutive number for each chest of Indian opium declared for shipment to or for consumption in China.

During the year 1911 the number of permits so issued shall not exceed 30,600, and shall be progressively reduced annually by 5,100 during the remaining six years ending 1917.

A copy of each permit so issued shall, before shipment of opium declared for shipment to or consumption in China, be handed to the Chinese official for transmission to his Government, or to the Customs authorities in China.

His Majesty's Government undertake that each chest of opium for which such permit has been granted shall be sealed by an official deputed by the Indian Government in the presence of the Chinese official if so requested.

The Chinese Government undertake that each chest of opium so sealed and accompanied by

such permit may be imported into any Treaty Port of China without let or hindrance if such seals remain unbroken.

IX.—Should it appear on subsequent experience desirable at any time during the unexpired portion of seven years to modify this Agreement or any part thereof, it may be revised by mutual consent of the two High Contracting Parties.

X.—This Agreement shall come into force on the date of signature.

In witness whereof the undersigned duly authorized thereto by their respective Governments have signed the same and have affixed thereto their seals.

Done at Peking in quadruplicate (four in English and four in Chinese) this eighth day of May One thousand nine hundred and eleven, being the tenth day of the fourth month of the third year of Hsuan Tung.

J. N. JORDAN, TSOU CHIA-LAI, L.S.

## ANNEX.

On the date of the signature of the Agreement a list shall be taken by the Commissioners of Customs acting in concert with the Colonial and Consular officials of all uncertified Indian opium in bond at the Treaty Ports and of all uncertified opium in stock in Hongkong which is *bond fide* intended for the Chinese market, and all such opium shall be marked with labels and on payment of Tls. 110 consolidated import duty shall be entitled to the same Treaty rights and privileges in China as certified.

Opium so marked and in stock in Hongkong must be exported to a Chinese port within seven days of the signature of the Agreement.

All other uncertified Indian opium shall for a period of two months from the date of the signature of the Agreement be landed at the ports of Shanghai and Canton only, and at the expiration of this period all Treaty Ports shall be closed to uncertified opium provided the Chinese Government have obtained the consent of the other Treaty Powers.

The Imperial Maritime Customs shall keep a return of all uncertified opium landed at Shanghai and Canton during this period of two months, other than opium marked and labelled as provided above, and such opium shall pay the new rate of consolidated import duty and shall not be re-exported in bond to other Treaty ports.

In addition to the annual reduction of 5,100 chests already agreed upon, His Majesty's Government agree further to reduce the import of Indian opium during each of the years 1912, 1913 and 1914 by an amount equal to one-third of the total ascertained amount of the uncertified Indian opium in bond in Chinese Treaty Ports, and in stock in Hongkong on the date of signature, plus one-third of the amount of uncertified Indian opium provided by the Chinese Government.

The COLONIAL SECRETARY replied—The views and calculations of His Excellency the Governor regarding the Military Contribution, to which reference is made, were communicated by the Governor to the Secretary of State in a despatch dated the 28th October, 1909. In reply His Excellency was informed by Lord Crewe in a despatch dated the 17th December, 1909, that should the Lords Commissioners of the Treasury agree to the proposal of the Secretary of State for the Colonies for the appointment of an Inter-departmental Committee to consider the question of Military Contribution, His Excellency's views would receive the most careful consideration.

Mr. Harcourt, to whom reference has been made by telegram, deprecates the publication of His Excellency's despatch at the present moment when negotiations between the Colonial Office and the Imperial Treasury are still pending.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

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P.O. Box 33. Telephone No. 12. Telegraphic address: PRESS Codes: A.B.C. 5th Ed. Letter.

## NEW ADVERTISEMENT

## BANK HOLIDAY.

In Accordance with Ordinance No. 14 of 1903 and Government Notification No. 9 of 13th January, 1911, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on WEDNESDAY, 23rd instant, VICTORIA DAY.

Hongkong, 19th May, 1911. [727]

## PUBLIC COMPANY

PEAK TRAMWAYS COMPANY, LTD

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong, TO-MORROW (SATURDAY), the 20th day of May, 1911, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 25th May, 1911, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 17th May 1911. [692]

## NEW ADVERTISEMENTS

PUBLIC AUCTION  
OF  
HIGH-CLASS MACHINERY and  
ELECTRICAL FITTINGS.

THE Undersigned has received instructions to Sell by Public Auction, on FRIDAY,

the 2nd June, 1911. Commencing at 10 A.M., at the Godowns situated in Wild-ell, Wanchai,

A LARGE QUANTITY OF  
HIGH-CLASS MACHINERY, &c.,

comprising:

DUPLEX MARINE OIL ENGINE with auxiliary starting motor, complete (suitable for lighting or lights), 2 STEAM SET GENERATORS (15 volt, 46.5 and 37.4 amp), LANCASHIRE DYNAMO and ELECTRIC CO.'S GENERATORS (25 and 50 volt), VERTICAL ENGINE, KIRCHNER'S BAND SAWING MACHINE, PANEL PLANING MACHINE and WOOD TURNING LATHE, DRILLING MACHINE, CONCRETE BLOCK MACHINES, CONCRETE MIXER, BRICK-MAKING MACHINES, Goud's DUPLEX and "CHALLENGE" PUMPS, Klein's HAND PUMPS and RETAINING and FOOT VALVES; Alex. Young's HORIZONTAL BOILERS, FEED DUPLEX PUMPS, PRESSURE GAUGE TESTING PUMP, PISTON PUMP, HORSE GEARS, INCUBATOR, 14", 15 amp, 3100 c.p., SEARCHLIGHT, PORTABLE WAREHOUSE CRANES, VACUUM CLEANERS, GAS PLANT, 3 ARMoured HOSE, CAST IRON GATE VALVES, BRASS GLOBE, ANGLE and CHECK VALVES, &c., &c.

ALSO

A QUANTITY OF  
ELECTRICAL FITTINGS, viz.: WIRES, CABLES and LEAD COVERED WIRES, SHIPS' FITTINGS, &c., &c.

Inspection orders on application.

Now on View.

TERMS.—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 19th May, 1911. [729]

NOTICE TO CONSIGNEES.  
FROM CALOUTTA, PENANG AND  
SINGAPORE.

THE Steamship  
"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 20th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 18th May, 1911. [726]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"NECKAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.3 A.M.

All Claims must reach us before the 28th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 17th May, 1911. [5]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "LOVAT"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 18th May, 1911. [723]

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Hongkong, 19th May, 1911. [727]

## ENTERTAINMENT

## THEATRE ROYAL.

## RETURN VISIT

## OF

## HENRY DALLAS

## AND HIS COMPANY,

## "THE FOLLIES."

(By Arrangement with H. G. PELESSIER.)

## TO-NIGHT

(FRIDAY)

AND

SATURDAY,

MAY 19TH AND 20TH.

Booking Plans now open at MOUTRIE'S.

Hongkong, 16th May, 1911. [715]

## DENTISTRY

DR. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [408]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUILAR STREET

TERMS VERY MODERATE

Consultation Free.

Hongkong, 21st September, 1905. [478]

## FOR SALE

THE NON PLUS ULTRA CYCLOPE CODE TABLE

Giving 12 Figures

From 000 000 000 000 to 999 999 999 999.

Will enable you to save 50% on your cable expenses.

35.00

Inspection invited.

KELLY & WALSH, LTD.

Hongkong, 17th May, 1911. [717]

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Will enable you to save 50% on your cable expenses.

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KELLY & WALSH, LTD.

Hongkong, 17th May, 1911. [717]

## BUTTER.

OUR "DAISY" BUTTER is the Finest Quality Table Butter Imported.

We Stock Three Other Brands at Prices to suit all.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [608]

SINGON & CO.

IRON, Steel, Metal and Hardware Merchants.

Wholesale and Coke Importers. General Storekeepers and Ship Chandlers. Nos. 35 & 37, HING LOONG STREET (2nd St., west of Central Market). Telephone No. 515. [555]

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS (R PURCHASERS,

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd February, 1911. [270]

## FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Ft.

SEMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, 37 and 67.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Just Received a Selection of Postage Stamp Catalogues for 1911. Pictures made of used Stamps, Note Papers and Envelopes with Hongkong Views.

Inspection Invited. [544]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Boxes and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, 37 and 67.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [608]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA OCHI, MUTATE, YOSHINOTAN, HOJO, KANADA, NAMAZU, SAYO, SHINNEW and KAMITAMADA Coalfields.

SOLE AGENTS for KISHIDAKE Coal.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI."

For Particulars, apply to

Y. SHIBUYA,

Manager,

No. 2, Pedder Street, Hongkong.

Hongkong, 12th May, 1911. [543]

## TO LET

## TO LET.

## GODOWNS, 95 and 96, Praya East.

Apply—

CHATER & MODY,

Hongkong, 31st March, 1911. [121]

## TO LET.

## N. 10, MACDONNELL ROAD, from 1st



## Sozodont

Everyone uses a toothwash or powder. Most are not satisfied and try one after another. And still the teeth are not as white and hygienically clean as they should be. Let them try SOZODONT.

It does what is wanted and is the most pleasant dentifrice one can use—fragrant, smooth, and antiseptic. Ask your dentist to tell you how good "Sozodont" is. Sozodont is in three forms—powder, liquid, and paste; each equally effective. Try the powder first; it meets the requirements of most people.

### HONGKONG LEGISLATIVE COUNCIL.

*Continued from page 8.*

which are possessed in England by the Board of Agriculture. The Bill if passed to-day will come into operation at once. I believe that my hon. and learned friend on the left is going to propose that at any rate the coming into force of this Bill should be delayed partly because certain contracts have been entered into by condensed milk dealers who would like to get rid of their existing stocks and partly because it creates an immediate offence, so that if they attempt to deal with their stocks without sticking on labels they will commit an offence to-morrow. I am loath to accede to the request that the operation of the Bill be postponed for this reason. The object of the Bill is to prevent infant mortality, and I deem it to be the duty of the Executive as soon as they are made acquainted with the fact that a certain state of affairs is conducive to infant mortality to stop it at once without regard to the fact that a certain trade may suffer temporary loss. Moreover, I do not think that trade can suffer great loss by the operation of this measure, because all it asks them to do is to put additional labels on tins which they are selling. I therefore move that the Bill be read a second time in its present form.

The COLONIAL SECRETARY seconded.

The Hon. Mr. POLLARD—Sir, I think there are certain details in regard to which this Bill is open to criticism.

I have been approached, Sir, by a trader who is interested in this business, not, of course, professionally, but in my capacity as an unofficial member of this Council. With regard to the words in clause 2, "not suitable for the feeding of infants under one year of age," and the corresponding Chinese characters, as the hon. and learned Attorney-General has pointed out to this Council, no equivalent of those words exists in the corresponding English Act of Parliament, and I think, Sir, it is a noteworthy fact that those words have not been incorporated at present into the legislation of England. The learned Attorney-General has referred us to some recommendation which has been made in some report at Home, but whatever recommendation may have been made the fact remains that these words do not appear at present on the Statute Book in England, and we know that at Home they are very strict in their tests and ideas in these matters. Sir, I would submit that no sufficient case has been shown at present why we should not be ahead of the Home legislation. The hon. Attorney-General with reference to the postponing of the Bill, made some remarks about the object of the Bill being to prevent infant mortality, but, Sir, no definite and tangible proof has been adduced before this Council to show that the feeding of an infant under one year of age with either machine skimmed milk or skimmed milk would contribute to mortality. It is nothing more than a statement thrown out, and we have not been informed at present what particular expert opinion lies behind that statement.

So much with regard to clause 2 of the Bill. With regard to clause 3, it seems to me that it is proposed by this clause to give powers to the Governor-in-Council which I venture to think the Governor-in-Council ought not to possess. At Home the power of making regulations upon the points referred to in clause 3 is vested in the Board of Agriculture, which is a body which is incomparably qualified to pass rules and regulations as to the normal constituents which should be generally found in milk, cream, butter, and so on. But, Sir, without in any way wishing to decry the capacity and abilities of members of Council, I must confess that we possess no expert knowledge in this matter at all, and powers which could safely be confided to the Board of Agriculture at Home are not powers which could safely be confided to the Governor-in-Executive-Council. If the Government decides to have some clause something corresponding with clause 3 of this Bill, I would submit that words be inserted in that clause to the effect that regulations made are not to come into force until approved by the Legislative Council. Otherwise I think it would be very dangerous to give these departmental powers to the Governor-in-Council.

There is another point to be considered. I do not see how the Governor-in-Council can come to a decision in this matter without some reference to the Government Analyst or expert of the Government. There is a provision in clause 3 that the Government Analyst is to have regard to regulations made by the Governor-in-Council in certifying the result of an analysis under this Ordinance, and under the principal Ordinance a certificate of analysis given by the Government Analyst is made prima facie evidence in a court of law in any proceedings. Therefore, Sir, I think that either clause 3 should be deleted altogether, or, if the Government is not willing to go so far as that, that some words should be inserted in the latter part of that clause to provide that these regulations shall not come into force until approved by the Legislative Council. With regard to the other point referred to by the Attorney-General, the question of postponing the operation of the Bill, I would submit it is obviously unjust that this Bill should come into force straight off. Supposing this Bill to be passed to-day and your Excellency's signature attached to-morrow, an offence is created. I would submit that that is altogether unreasonable. In the case of a Bill which was passed through Council this afternoon, the Moneylenders' Ordinance, it has been provided by a clause of that Bill that it shall not come into operation until the first of January next year. I don't know whether it is necessary to postpone the operation of the present Bill to so late a date as that, but at all events there should be a reasonable postponement, say, three or four months. There is another point that might be mentioned in connection with this Bill. I am not an expert on the subject but the Chinese members may be able to deal with it, that is, the question of Chinese translations used in the Bill. I am given to understand that those translations do not fully represent the equivalent of the English words.

The COLONIAL SECRETARY—Sir, in reply to the remarks made by my hon. and learned friend, more particularly with regard to the second section of this Bill, I venture to think that the best course would be to read to the Council a minute by the Government Analyst dealing with this question. The man is one eminently fit for experts, for I think no member of this Government has any special knowledge with regard to the subject of milk. Therefore I prefer to read this minute—Condensed skimmed milk is prepared in enormous quantities on the continent of Europe by butter manufacturers. The residue left after removing nearly all the fat by separating machinery is concentrated, after the addition of sufficient cane sugar or beet sugar to form about 35 to 45 per cent. of the finished product, i.e., an amount fully equal to the milk solids in the concentrated milk. The condensation is between 23 and 34 as a rule, i.e., one part by weight of product represents 23 to 34 parts by weight of original milk. According to evidence given by a witness claiming to be one of the largest manufacturers before the Departmental Committee on milk regulations in 1900,

cane sugar is not necessary as a preservative, but is added to meet the public taste. The following remarks are from a quotation from "Hygiene and Public Health." "The added sugar renders it too carbohydrate and fattening, though lacking in fat, but apart from this the nutritive value of condensed milk seems to be inferior to that of fresh milk especially in regard to bone formation and stamina. A serious consequence arising from the addition of a large amount of sugar to condensed milk is that the preparation is unsuitable for ordinary purposes mixed with such a proportion of water as to dilute it beyond the bulk of the milk before contamination. Some labels bear a statement that if mixed with from three to five volumes of water the milk may be used as a substitute for cream. As a fact, though the article thus diluted will have the consistency and appearance of cream it will contain less fat than is present in ordinary condensed milk. A highly reprehensible statement which is made on the labels of many brands of condensed milk is that for infants' use the preparation should be diluted with from six to fourteen parts of water. This direction, if carried out to the extreme, would yield a fluid containing only three to four per cent. of milk solids (instead of twelve to thirteen per cent.), and in some cases less than one per cent. of fat (instead of three and a half to four per cent.). In some instances the labels bear the statement that nurses are disposed to add too little water. The Select Committee states, 'Then we shall discuss it in committee, take the third reading and pass the Bill on that day. To my hon. friend on the left the Colonial Secretary replied to most of the points which he raised. There is one on which I would say a word. That is regarding the time in which the Bill should come into operation. While feeling with the hon. Attorney-General who has spoken on behalf of the Government that no undue delay should be caused in bringing the Bill into operation, I do feel that perhaps hardship would be caused in making it immediately operative after receiving my signature. The Bill has been published in the Gazette for a week and by postponing the committee stage the Bill should come into operation at once, as a fortnight or three weeks should be sufficient to meet any possible claim to injustice on the part of the trade.'

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### ELECTRICITY ORDINANCE.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled, "An Ordinance for regulating the supply of Electricity for Lighting and other purposes within the Colony of Hongkong and its Dependencies."

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

HIS EXCELLENCY—Council will adjourn until this day week.

### FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards, the Colonial Secretary in the chair. The following votes were passed:

EDUCATION.—The Governor recommended the Council to vote a sum of one hundred and thirteen dollars and twenty-three cents (\$113.23) in aid of the vote Education, Ot or Chai, B-Hilos Public School, English Side Language Study Allowance (Chinese) to Assistant Mistress.

### PENSION EXPENSES.

The Governor recommended the Council to vote a sum of one thousand eight hundred and eighty-six dollars (\$1,886) in aid of the vote Miscellaneous Services, Widows' and Orphans' Pension Expenses.

### CORONATION ILLUMINATION.

The Governor recommended the Council to vote a sum of five thousand dollars (\$5,000) in aid of the vote Miscellaneous Services, Illumination of Public Buildings in connection with the Coronation Celebrations.

### RUBBER COMPANIES.

The report of the Sungai Buloh Rubber Company for the year 1910 states that tapping was commenced in the last quarter of the year, and the yield of dry rubber to December 31st was 7,645lb. The estimate for 1911 is 65,000lb. The erection of the factory and the laying down of the plant and machinery are completed, and they are now available for manufacturing.

The first annual report of the Java Amalgamated Rubber Estates stated that considerable progress has been made during the past year in the cultivation and planting of the estate, and the total planted acreage is now approximately 3,230 acres. The crops for the past year have been light, owing to the small area in bearing, about 500lb. of Castillo rubber, 183 cwt. of coffee, 389 cwt. of coco, and 7 cwt. of pepper were harvested. The managers of Binanjoen and Paewojojo report that tapping of Para trees has been commenced. The estimated crops for the current year are:—Rubber, 23,000lb.; coffee, 245 cwt.; coco, 595 cwt. The directors contemplate the creation of machinery on all three estates at an early date for the manufacture of the rubber crop. The account shows that the balance of revenue is \$245, which it is proposed to carry forward.

### ANTWERP'S RECORD SHIPPING IN 1910.

In his report on the shipping and navigation of the Port of Antwerp for 1910, the British Consul-General says that the further increase in the shipping of the Port of Antwerp is a remarkable one, and is illustrative of its capacities, and is of the great position it occupies in the maritime world. This large volume of shipping again creates a record for the port.

Vessels under the British flag still for export, both in numbers and tonnage, those of any other maritime nation, and in that respect British interests at this port are overwhelmingly strong. It cannot now be said that the United Kingdom is accountable for more than 50 per cent. of shipping at Antwerp, as was the case some few years ago, but the British figures fall but little short of half the entire port returns, and the reason for the reduction of the ratio of British shipping to that of all other countries at Antwerp is accounted for by an unusual increase in Belgian tonnage and not by a decline of British shipping.

On the contrary, the returns of tonnage and the numbers of British vessels in 1911 surpassed by some twenty vessels and 2,000 tons those of the year 1907, which had previously marked the zenith of British shipping at this port. In 1908 ground was lost to be practically regained in 1909; still, in the year now under review the returns of British shipping, as stated, have surpassed those of any previous year, a fact worthy of sincere congratulation, and auguring well for the maintenance of British maritime prestige at this port, where the principal competitor in shipping matters is Germany, whose shipping ranks second in volume and importance.

Germany is responsible for less than one-third of the port's shipping, as far as tonnage is concerned, but the figures are perhaps not entirely indicative of the relative proportion of interest in shipping matters at the port, for while a large number of British vessels make Antwerp their final port—thus bringing much trade to the city—German returns are somewhat inflated by the number of large vessels which merely call at Antwerp to embark a few passengers, and discharge and load a comparatively small quantity of cargo.

The percentage of increase of German is, of course, far greater than that of British shipping, but the actual figures show that the British increase has been greater in the period named.

I mention this fact because a statement is sometimes advanced that German maritime interests at Antwerp are rapidly superseding those of the British Empire.

During 1910, as compared with 1909, the increase of British shipping amounted to eighty-six vessels and 172,655 tons, that of Germany showing an increase of 165 vessels and 345,45 tons; and this relative rate of progress continues to be very clear that over many years have elapsed but a small margin will separate the magnitude of the shipping at Antwerp of the countries named. Vessel pay dues on their tonnage at Antwerp, so that tonnage counts so far as receipts by the port authority are concerned, but commercial supremacy British interests vastly dominate that is, in regard to cargo carried in British bottoms.

THE ORIENTAL BREWERY CO. has sent out as an advertisement a large and very useful thermometer affixed to an ornamented card about two feet long and six inches wide.

**Cutter Palmer & Co.**  
The Wine Merchant of the East

## NAPIER JOHNSTONES'

### SQUARE BOTTLE

WHISKY.

UNVARIED FOR OVER

150 YEARS.

## THE SAME TO-DAY AS IN 1745.

## B E W A R E O F I M I T A T I O N S .

SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

156

### SHIPPING IN PORT.

STEAMERS.

AWA MARU. Japanese str. 3,911. Iwakawa, 14th May—Seattle 11th June. April—General—Nippon Yusen Kaisha.

BLOEMFONTEIN. British str. 1,958. J. B. Paterson, 6th May—Singapore 20th April. General—Shaw, Thomas & Co.

CRINHORN. British str. 1,325. Benson, 17th May—Shanghai 14th June. May, General and Mails—Butterfield & Swire.

CHIPEING. British str. 1,190. F. Mooney, 15th May—Tientsin and Weihaiwei 7th May. General—Jardine, Matheson & Co.

CHONGKOK. German str. 1,021. F. Brunn, 17th May—Bangkok 10th May. Rice—Butterfield & Swire.

DAIJI MARU. Japanese str. 846. V. Murayama, 17th May—Tamsui 14th May. General—Osaka Shosen Kaisha.

DAIYA MARU. Japanese str. 1,754. K. Kobayashi, 17th May—Wakamatsu 13th May. Coal—Mitani Bishi Goshi Kweishin.

ELAX. British str. 2,471. Milner, 12th May—Shanghai 8th May. Dalaist—Asia Petroleum Co.

EMPEROR OF JAPAN. British str. 3,039. S. Robinson, 12th May—Vancouver 23rd April. Mails and General—Canadian Pacific Railway Co.

GERMANIA. German str. 600. C. Sponer, 10th May—Sydney via Islands 15th March. Co-operators—Siemens & Co.

GREGORY APOE. British str. 2,961. S. H. Wilson, 14th May—Kobe 7th May. Coal—David Sasoon & Co.

HATCHING. British str. 1,240. W. C. Pasmore, 17th May—Swatow 16th May. General—Douglas, Lapraik & Co.

HONGKOK. French str. 739. A. Cornelissen, 16th May—Haliphong 11th May. General—A. R. Marti.

HUICHOW. British str. 1,217. G. Hooker, 17th May—Tientsin via Chofoo and Swatow 16th May. General—Butterfield & Swire.

ISIDOR'S PONS. American str. 1,027. F. Xanadu 7th May—Manila 3rd May. Barreto—Order.

JOSEPHINE. German str. 952. M. Tyland, 13th May—Haliphong 10th May. General—Ricardo & Co.

KAIYUAN. German str. 1,115. J. Kübler, 7th May—Singapore 1st May. Butterfield & Swire.

KWANGTUNG. Chinese str. 1,468. Pratt, 16th May—Shanghai 12th May. General—C. M. S. N. Co.

LINAN. British str. 1,350. C. C. Williams, 15th May—Shanghai 12th May. General—Butterfield & Swire.

LOONGSAM. British str. 1,093. Leek, 16th May—Manila 13th May. Hemp and General—Jardine, Matheson & Co.

LYMEKOO. German str. 1,233. v. Pilgrim, 12th May—Saigon 9th May. Rice and General—Hamburgh-Amerika F. I. N.

MARAEI. British str. 1,490. E. Utall, 5th May—Samarra and Singapore 29th April. Sugar—China.

NINGCHOW. British str. 1,816. H. C. Allen, 16th May—Kuching 12th May. Flour and Lumber—Butterfield & Swire.

PERSIA. British str. 2,744. A. Lockett, 9th May—San Francisco 12th April. Flour and General—P. N. S. S. Co.

RAJAH. German str. 1,275. H. C. Reben, 11th May—Bengkok 4th May. Rice and Teakwood—Butterfield & Swire.

REYKA. Norwegian str. 2,179. E. Meyer, 4th May—Portland and Moji 28th April. Flour and Coal—Portland & Asiatic S. S. Co.

SAINT KLEIDA. British str. 2,469. John Lewis, 10th May—Barry 25th March. Coal—Order.

SELENA. British str. 3,127. Stratton, 1st May—San Francisco. Kerosene Oil—Asiatic Petroleum & Co.

SIBERIA. Russian str. 2,179. Levonius, 10th May—Moji 4th May. Coal—Bradley & Co.

SUNGAI VAN LINGKAWA. Dutch str. 2,293. Lagesay, 3rd May—

## INTIMATIONS

COMMERCE owes its growth to the steamship, the railroad and the REMINGTON TYPEWRITER. The time and labour it saves, the volume of work it does, and the opportunities it affords, combine to place the Remington Typewriter in the front rank of business builders.

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[533-3]

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Hanoi Annan Tourane  
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COLOURED PLATE OF FLAGS OF FOREIGN HONG  
MAP OF THE FAR EAST  
PLAN OF YOKOHAMA  
PLAN OF KORE AND HYOGO  
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION

## BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000  
i.h.p., Comdr. A. Lowndes, Weihaiwei.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns,  
7,000 i.h.p., Captain E. B. Kiddie,

Shanghai.

Atlas, admiral tug, 615 tons, 1,400 i.h.p.,

Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.

Comdr. B. G. Washington, Hongkong.

Britannia, gunboat, 710 tons, 900 i.h.p., Lieut.

Comdr. J. M. Barker, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400,

i.h.p., Comdr. H. L. Lynes, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340,

Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400,

i.h.p., Comdr. H. E. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6

guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe,

Wellswell.

Flora, 2nd class cruiser, 4,360 tons, 10 guns,  
7,000 i.h.p., Captain J. J. Nicholas,

Weihaiwei.

Glen, 2nd class cruiser, 4,360 tons, 10 guns,  
7,000 i.h.p., Captain J. J. Nicholas,

Weihaiwei.

Handy, torpedo-boat destroyer, 295 tons, 6 guns,  
4,000 i.h.p., Lieut.-Comdr. Hon. Guy Stop-

ford, Hongkong.

Hart, torpedo-boat destroyer, 295 tons, 6 guns,  
4,000 i.h.p., Lieut.-Comdr. Hon. Guy Stop-

ford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns,  
3,900 i.h.p., Lt. Comdr. M. B. R. Blackwood,

Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 14 guns,  
i.h.p. 22,000, Capt. S. St. J. Farquhar,

cruising.

Kinabu, river gunboat, 616 tons, i.h.p. 1,200,

Lieut.-Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400

i.h.p., Comdr. B. O. M. Davy, cruising.

Minotaur, armoured cruiser (flagship), Vice-

Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000,

Capt. G. C. Cayley, Shanghai.

Monmouth, armoured cruiser, 9,800 tons, i.h.p.

22,000, Captain L. E. Power, M.V.O.

Weihaiwei.

Nightingale, river gunboat, 85 tons, 240 i.h.p.,

Lieut.-Comdr. Claude Hillesden-Woodward,

B.M., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, i.h.p.

6,300 i.h.p., Comdr. Lambe, Weihaiwei.

Bobin, river gunboat, 65 tons, 2 guns, 240 i.h.p.,

Lieut.-Comdr. Cosmo M. B. Douglas, West

River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 i.h.p.,

Lieut.-Comdr. E. J. J. Southby,

West River.

Snipe, river gunboat, 85 tons, 2 guns 240 i.h.p.,

Lieut.-Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 305 tons, i.h.p.

6,000, Gunner E. J. Trillo, R.N., Hong-

kong.

Tamar, receiving ship, 4,650 tons, 6 guns, 1,400 i.h.p., Comdr. E. J. Trillo, R.N., Hong-

kong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p.,

Lieut.-Comdr. R. J. Buchanan, Yangtze.

Thistleg, gunboat, 710 tons, 900 i.h.p., Lieut.

Comdr. M. B. Badlie, Hamilton, Shanghai.

Vigil, torpedo-boat destroyer, 395 tons, 6 guns, 5,300 i.h.p., Lieut.-Comdr. Harold D. Adair-

Hall, Weihaiwei.

Wide, gunboat, 195 tons, 2 guns, 800 i.h.p.,

Lieut.-Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 i.h.p.,

Lieut.-Comdr. G. A. Mulock, Yangtze.

AUSTRIAN.

Kaiserin Elisabeth, Austrian protected cruiser

4,000, Fregattenkapitän Oskar Hahn,

Northern Waters.

Panther, third class cruiser, 1,520 tons, Fra-

gatengaten, Theodor Skerl, Edl. von

Schmidknecht.

FRANCE.

Achérone, armoured gunboat, 1,830 tons, 9 guns,

1,700 i.h.p., Lieut. Entrant, Saigon.

Alger, 2nd class cruiser, 4,82 tons, 22 guns

5,100 i.h.p., Commander Fournier, H'kong.

Alouette, gunboat, 505 tons, 7 guns, 40 i.h.p.,

Commander Badin, Saigon.

Argus, river gunboat, 130 tons, 6 guns, 570 i.h.p.,

Lieut. Audard, Saigon.

Balonette, gunboat.

Cimetiare, gunboat, 140 tons, Reserve, Saigon

Caronade, gunboat, 184 tons, Reserve, Saigon

Décidé, gunboat, 630 tons, 10 guns, 900 i.h.p.,

Lieut. de Linhares, Shanghai.

Duplex, armoured cruiser, 7,575 tons, 26 guns,

17,000 i.h.p.

Desir, armoured cruiser, 7,575 tons, 26 guns,

17,000 i.h.p.

Final PROTOCOL made between China and

Eleven Powers, 1901.

TREATIES WITH CHINA

Great Britain—Tientsin, 1842; Tianjin, 1858;

Tariff Agreement and Taxes, 1859;

Convention, 1860; Rules for Joint Investi-

gations of Customs Seizures, 1869; Chefoo

1876, with Additional Article; Opium Con-

vention, 1886; Chinkiang Convention, 1891;

Tibet Sikkim Convention, 1890; Burma Con-

vention, 1897; Kawloon Extension, 1898;

Weihaiwei, 1898; Convention, Commercial,

THE BUSINESS MUDDLE  
IN AMERICA.

## THE STANDARD OIL CASE.

The New York financial correspondent of the London *Daily Mail* recently wrote on this subject the following article—

Upon the outcome of the Government's suits against the Standard Oil and American Tobacco Companies depends, in the belief of Wall-street, the financial and commercial outlook of this country. These suits are still before the United States Supreme Court. Until they are settled there can be no resumption of activity in the security markets or in general business.

What has restricted trade on the Stock Exchange and curtailed general business during the past few months has not been so much the question as to whether the Supreme Court would decide these giant Trust cases against both companies as the question how an unfavourable decision might affect the status of the other great corporations under the Sherman Anti-Trust laws.

The chief anxiety is felt as to whether the highest court in the land will interpret the law to show other large corporations such as the Steel Trust and the so-called Beef Trust, the way in which they can continue to do business without fear of being involved in Government prosecutions. The Government, through its Attorney-General's department, has for the last three or four years been stigmatizing them as conspirators and monopolists, and as trading in defiance of the Sherman Anti-Trust laws. The question at issue, then, is not the destruction or confiscation of property. It concerns rather the methods of business adopted by the large industrial corporations; and whether it will be necessary, as the result of the Supreme Court's decisions in the test cases, either to amend the Sherman Anti-Trust laws or to pass a new Federal Incorporation Law, under which the great companies could trade with supervision by the Federal Government.

## AN IDLE STOCK EXCHANGE.

By reason of the uncertainty on these points business on the Stock Exchange has been reduced during the past month to about the lowest level on record. The boldest operators are induced to enter in fresh commitments till the decisions have been given. Concern in the finding of the court has extended to business interests throughout the country in every department of trade. Because of this there has been a gradual "slowing down" in every branch of industry during the past six months. The present disposition is to do as little as possible in the way of new business until these decisions are definitely out of the way.

So vital is the importance of the cases, so voluminous the evidence, covering, as I hear, nearly 22,000 pages, that the court has taken a longer time to study them and give its decision than it did in the famous Northern Securities suit. This, it will be remembered, concerned the combination of the Northern Pacific, Great Northern and Chicago, Burlington, and Quincy Railways, the fight over which among the powerful railway and Stock Exchange interests caused the great financial panic of 1901.

The history of the great Standard Oil case is as follows: In December, 1903, the Supreme Court of Missouri forbade the Standard Oil Company to do business in that State. On May 2, 1910, the United States Supreme Court confirmed a judgment of the Tennessee Supreme Court forbidding the company to do business in Tennessee. Other State proceedings of a similar nature have since then been begun. Meantime, in November, 1903, the United States Circuit Court of St. Louis ordered the dissolution of the Standard Oil Company. The company appealed to the United States Supreme Court at Washington. The case was heard, when as the result of the death of Judge Brewer, in April of last year, the argument had to be given over again. The second hearing was completed on January 12 of the present year. The judgment of the court has been expected each Monday since March 12.

## STANDARD OIL STATISTICS.

In the lower court the company was adjudged on illegal monopoly and conspiracy in restraint of trade, thus violating the Sherman Anti-Trust laws. Its dissolution was ordered on these grounds. Whether the Supreme Court will uphold this decision has now to be seen.

(Reuter has telegraphed that it was given on the 15th inst. and confirming the decision of the Court below—Ed., H.D.P.)

The only complete financial report the Standard Oil Company published was issued in December, 1905. It showed profits for the year of over £16,600,000. In dividends it paid that year £7,800,000, with a surplus to its credit at the close of the year amounting to £3,300,000. The profit and loss surplus account in its balance-sheet was estimated at £22,200,000.

Its earnings from 1892 to 1901 have been calculated at £91,200,000. From 1902 to 1903 its earnings have been variously estimated at from £12,800,000 to £17,000,000, and its dividends at from £7,800,000 to £9,800,000. It is said to control about sixty other companies whose stock is owned directly by it, and about seventy other companies whose stock is owned by its subsidiaries.

Should the Supreme Court sustain the decision of the lower court and order its dissolution, the company would have to be reorganized to do business under the Sherman Anti-Trust laws. For the past nine months reports have been reaching Wall-street and financial circles that the Standard Oil interests, who dominate the management of this vast system of businesses, anticipate an unfavourable decision from the Supreme Court. The secretary of the company, however, only a fortnight ago officially denied a statement, frequently repeated, that the officers of the company had prepared a comprehensive scheme for the immediate conduct of its affairs in the event of such a decision. If only because the lower court's decision against the Standard Oil Company is said to have been unanimous, corporation lawyers and financial interests believe that it will be upheld by the United States Supreme Court. The case of the American Tobacco Company is generally similar to that of the Standard Oil Company.

## EFFECT OF THE DECISIONS.

The clouds which overhang the Stock market and lower over business interests of this country will not dissipate till the two test cases have been decided. Only then will the wheels of industry and finance, which have been running at half-speed, resume again their full impetus. In the best-informed banking and business circles the opinion prevails that unfavourable decisions in either case have been guarded against by the liquidation and general retrenchment of the past nine months.

The fundamental conditions are now so strong, the method of transacting business has been so much improved, than adverse decisions in each case are likely to exert nothing more than a sentimental influence on the security market. It is well known that the judgment of the Supreme Court cannot destroy or confiscate the property of these Trusts any more than it did in the Northern Securities case. In that instance the Supreme Court merely ordered the dissolution of the holding company, so as to conform with the laws governing inter-State commerce and the Sherman Anti-Trust laws.

As to the actual date when these fateful decisions may be expected, Wall-street and Washington have still no information. The judgments are regarded as being about a month overdue. They may come any Monday. No decisions are given on any other day, meanwhile it is known that hundreds of millions of dollars have actually been lying in the banks, deposited by capitalists, investors, and business organizations waiting for the law to be cleared up before the money is invested.

WALTER H. MOL.

## WEATHER REPORT.

On the 17th at 11.50 a.m.—A low pressure trough lies over the N. part of the China Sea, and the barometer is falling slowly on the adjacent coasts.

The depression lying to the North of the Sea of Japan yesterday has moved away Eastwards.

Pressure is still high over Japan, but giving way at the Southern stations.

Fresh to strong E. winds and squally weather may be expected over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood... (N.E. winds, fresh.

South east of China between Hongkong and Lantau... Same as No. 1.

South east of China between Hongkong and Hainan... Same as No. 1.

E. winds, fresh to strong; squally, showery.

## LATEST STEAMER MOVEMENTS.

The Norddeutscher Lloyd, str. *Borsig* left Sandakan on the 16th instant a.m., and may be expected here on or about the 21st instant p.m.

## NOTICES TO CONSIGNEES

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

From TRIESTE, FORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

E. FRANZ FERDINAND, having arrived from Trieste brings Cargo from

Venice ex s.s. "Metropoli," transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before noon on the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 9.30 a.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents

Princes Building, Hongkong, 16th May, 1911.

[3]

## NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

DERFFLINGER, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 a.m.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex s.s. "Deli" from Medan.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 17th May, 1911.

[5]

## SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

## NOTICE TO CONSIGNEES.

THE Steamship

CANTON, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 a.m.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THE STANDARD OIL COMPANY.

OLYMPIA, Agents

Hongkong, 17th May, 1911.

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## NOTICES TO CONSIGNEES

## FROM EUROPE

THE H.A.L. Chartered Steamship

"SOPERNIK."

Captain Scherlow, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 18th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 13th May, 1911.

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## "SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"BRECONSHIRE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHEWS & Co., Ltd., Agents.

Hongkong, 13th May, 1911.

[703]

## FROM EUROPE.

THE H.A.L. Steamship

"SCANDIA," having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHEWS & Co., Ltd., Agents.

Hongkong, 13th May, 1911.

[703]

## FROM EUROPE.

THE Steamship

"SCANDIA," having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHEWS & Co., Ltd., Agents.

Hongkong, 13th May, 1911.

[703]

## FROM EUROPE.

THE Steamship

"GNEISENAU," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:</p

## SHIPPING

## ARRIVALS

CANTON, Swedish str., 2,180, J. M. Renstrom, 17th May—Goteborg and Antwerp 27th May, General—Olof Wijk & Co.

CATHARINE APCAR, British str., 1,750, L. C. Townsend, 18th May—Singapore 12th May, General—David Sasoon & Co.

DEUTAAN, Norwegian str., 1,102, Auneen, 18th May—Bangkōk and Swatow 17th May, Rice—Aagard, Thoresen & Co.

HUNAN, British str., 1,142, Speed, 18th May—Tsinpan 13th May, General—Butterfield & Swire.

LINAN, British str., 18th May—Canton.

LOVAT, British str., 3,376, R. Gleig, 18th May—Liverpool 10th April, General—Doddwell & Co.

NEKAN, German str., 6,200, A. Traue, 17th May—Bremen 13th April, Troops and General—Möller & Co.

PANAMA MARU, Japanese str., 1,234, R. Muto, 18th May—Shanghai 15th May, General—Osaka Showa Kaihō.

PRINZ SIGISMUND, German str., 1,844, F. Bremering, 18th May—Yokohama 11th May, General—Möller & Co.

RAJABUR, German str., 1,189, Oltmanns, 18th May—Ban Kok 10th May, Rice—Butterfield & Swire.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

18th May.

Hatching, British str., for Swatow.

Neckar, German str., for Shanghai.

Perse, British str., for Shanghai.

## DEPARTURES

18th May.

BRAND, Norwegian str., for Chooch.

CANTON, Swedish str., for Shanghai.

CAEL, DIEDERICHSSEN, Ger. str., for Holloway.

CHANGHUA, British str., for Canton.

DEENFIELDER, German str., for Shanghai.

E. F. FEINAND, Austrian str., for Shanghai.

GENEVE, British str., for Swatow.

HUEN, German str., for Canton.

HUICHOW, British str., for Canton.

LICHOON, British str., for Shanghai.

SINGAO, British str., for Holloway.

## SHIPPING REPORTS

The Swedish str. Canton reports: Fine weather, light variable breeze, heavy N.E. swell in Northern port of China sea.

## PASSENGERS ARRIVED

Per Hunan, from Tsingtao, Dr. Bassinbough.

Per Canton, from Gottingen, &c., Mr. J. Bin, tsoor.

Per Catherine Apçar, from Singapore, Mr. S. H. Joseph and 3 children, Mrs. Friedman, Mr. E. G. Warner and Dr. Costello.

Per Prinz Sigismund, for Hongkong, from Yokohama, Mr. Desbrosses and Mr. J. P. Alberger, from Kuchinoza, Mr. J. Ferguson, Mr. and Mrs. R. Ferguson.

## VESSELS EXPECTED

THE AMERICAN MAIL.

The P. M. S. S. Co. str. Korea is due to arrive at Hongkong to-day between 8 and 10 a.m.

The T.K.K. str. Nippon Maru left Yokohama on the 15th instant for Hongkong.

The P. M. S. S. Co. str. Siberia sailed from San Francisco on the 3rd inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 30th instant.

The P. M. S. S. Co. str. China sailed from San Francisco on the 10th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 6th prox.

The P. M. S. S. Co. str. Manchuria sailed from San Francisco on the 16th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 16th prox.

## THE AUSTRALIAN MAIL

The L.G.M. str. Cobden left Sydney on the 5th instant, at midnight, and may be expected here on or about the 29th instant.

The E. & A. str. Altdorf left Sydney on the 13th instant, for this port (via Queensland Ports, Timor and Manila).

## THE CANADIAN MAIL

The C.P.R. Co.'s str. Empress of China, left Vancouver, B.C., for Hongkong (via usual ports of call) on the 12th instant a.m.

THE INDIAN MAIL.

The Indo-China str. Fookeung left Calcutta for the Straits and Hongkong on the 9th inst., and is due here on or about the 25th inst.

## MERCHANT STEAMERS

The Barber Line str. Surava left New York on the 29th ultimo, and is therefore due here to-day.

The P. & O. S. N. Co.'s str. Poona left Singapore for this port on the 14th inst., at 10 a.m. and is due here on or about 8th prox.

## THE ESKIMO MAIL

The Eskimo Line str. Kumeric left Shanghai for Hongkong on the 16th instant p.m.

The Eskimo Line str. Pathon left United Kingdom on the 12th March for Hongkong via Straits.

## THE FRENCH MAIL

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## THE HUNGARIAN MAIL

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**PET. WILH. KROMMES  
ELBERFELD.**  
**SILK RIBBONS.  
IMITATION SILK RIBBONS.**

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM.**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

May 18th.

On LONDON—	
Telegraphic Transfer	1.98
Bank Bills, on demand	1.98
Bank Bills, at 30 days' sight	1.98
Bank Bills, at 4 months' sight	1.98
Credits, at 4 months' sight	1.10
Documentary Bills 4 months' sight	1.04
On PARIS—	
Bank Bills, on demand	2.28
Credit at 4 months' sight	2.28
On GERMANY—	
On demand	1.84
On NEW YORK—	
Bank Bills, on demand	44
Credits, at 60 days' sight	45
On BOMBAY—	
Telegraphic Transfer	1.94
Bank, on demand	1.95
On CALCUTTA—	
Telegraphic Transfer	1.94
Bank, on demand	1.95
On SHANGHAI—	
Bank, at sight	74
Private, 30 days' sight	75
On YOKOHAMA—On demand	82
On SINGAPORE—On demand	77
On BATAVIA—On demand	108
On HAIPHONG—On demand	14
On SAIGON—On demand	14
On BANGKOK—On demand	85
SOVEREIGN, Bank's Buying Rate	\$1.00
GOLD LEAF, 100 fine, per tael	\$37.00
BAR SILVER, per oz.	24.90

SUBSIDIARY COINS, per cent.  
Chinese, 20 cents pieces, \$7.00 discount.  
Chinese, 10 " " 7.35  
Hongkong, 20 " " 86.94  
Hongkong, 10 " " 87.10

**THE CIGARETTES OF DISTINCTION**  
**Bouton Rouge**  
**and Felucca**

A LUXURY TO  
THE MAN  
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80  
PER 100.

FROM ALL TOBACCONISTS.

**C. G. BODEN & SOHNE,**  
**GROSSROHRSDORF, i/Sa**  
**BRACES AND BELTS.**

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Sole Representative for Hongkong and South China  
Hugo C.A. Fromm, Hongkong.

SHARE LIST—QUOTATIONS. HONGKONG, MAY 18TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	SELLING QUOTATIONS CASH.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$395, sellers
National Bank of China, Limited	99,925	27	26	\$288
China Borneo Company, Limited	60,000	\$12	all	\$3, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.10, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7
COTTON MILLS—				
Two Cotton Spinn. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 25
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
International Cotton Manufacturing Co., Ltd.	8,000	Tls. 100	all	Tls. 48
Leung-Kung-Mow C. Spin & Weav. Co., Ltd.	20,000	Tls. 50	all	Tls. 57
Soy Chieh Cotton Spinning Co., Limited	40,000	\$74	56	\$21.5
Dairy Farm Company, Limited				
Docks AND WHARVES—				
Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$49, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55, sellers
New Amoy Dock Co., Limited	10,000	\$63	57	\$71, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	\$78, buyers
Fenwick & Co., Limited	18,000	\$25	all	\$5, buyers
Green Island Cement Co., Limited	400,000	\$10	all	\$105, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$105, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	\$12.5
Hongkong Hotel Company, Limited	12,000	\$50	52	\$11.5
Manila Metropoli Hotel Limited	8,000	Tls. 50	52	\$7.5
Hongkong Ice Company, Limited	15,000	Tls. 10	all	\$11
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$135, sellers
Hongkong & South China Seas Fisheries Co., Ltd.	15,000	\$10	57	\$125, buyers
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	50	\$180, sellers
China Fire Insurance Co., Limited	20,000	\$100	50	\$118, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	52	\$105, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	50	\$325, buyers
North-China Insurance Co., Limited	10,000	\$15	55	Tls. 157. x d.
Union Insurance Society, Limited	12,493	\$250	50	\$815, sel. 100.
Vengetta Insurance Association, Limited	12,000	\$100	50	\$190, buyers
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$96
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$65, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$60	50	\$225, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	50	Tls. 99
West Point Building Co., Limited	12,500	\$60	50	\$47
MINING—				
Société Française des Charbonnages du Tonkin	16,000	Frs. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2.30
Peak Tramways Co., Limited	50,000	\$10	all	\$13
Philippine Co., Limited	75,000	\$10	51	\$10, buyers
PHARMACEUTICALS—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$95
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$20
SHIPMENT COMPANIES—				
China and Manilla Steamship Co., Ltd.	30,000	\$25	all	\$10, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$19
Hongkong, Canton & Macao S.C.B., Ltd.	60,000	\$15	all	\$33, buyers
Indo-China Steam Navigation Co., Ltd.	50,000	Fr. 25	all	69, bu. (L. 26.10)
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	89, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$26, buyers
South China Morning Post, Limited	6,000	\$25	55	\$16
Steam Laundry Company, Limited	20,000	\$5	all	\$64, sellers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	15,000	87	all	\$310, buyers
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$54, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, x div. buy.
United Asbestos Oriental Agency, Limited	9,000	Fr. 25	all	\$4, \$10, sellers
Union Waterboat Co., Limited	100	\$10	all	\$300
EUROPE—				
Para Rubber in London				44 per lb., sellers
LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

**WILLIAM C. JACK & CO., LTD.**  
SOLE AGENTS FOR THE IDEAL LIGHT

THE OSRAM LAMP

WHAT IT DOES

IT EFFECTS ENORMOUS REDUCTIONS in electric light bills.

IT BEATS ELECTRIC LIGHT ABSOLUTELY

THE CHEAPEST ILLUMINANT, and thus

brings this mode of lighting within reach of all.

IT PAYS FOR ITSELF in about 150 hours on account of its great current-saving Properties.

THE 17 WATT (app. 16 H.C.P.)

OSRAM LAMP GIVES 20 HOURS LIGHT

FOR ONE PENNY.

THE 40 WATT (app. 32 H.C.P.) OSRAM LAMP

gives 25 hours light for the consumption

of one unit of current.

THE OSRAM LAMP has an average life of over

2,000 hours, and during the whole of that

period its initial o.p. is practically unin-

dissiminated.

IT CONSUMES only approximately 1 watt per

Hefner candle-power as against 4 watts

consumed by a carbon filament lamp.

SEE THE WORD "OSRAM." (Patent G.E.C.)

nothing more) is ON EVERY BULB.

THE OSRAM LAMP

WHAT IT DOES NOT

IT DOES NOT deteriorate in light even after 2,000 hours burning.

IT DOES NOT, although its initial cost is more, prove as EXPENSIVE AS AN ORDINARY CARBON LAMP, for it lasts four times as long, and consumes one-quarter the current ALL THE TIME.

IT DOES NOT require any special installing, burns in any position on any lighting circuit and fits existing lamp-holders.

THE OSRAM LAMP DOES NOT BLACKEN.

IT DOES NOT GET HOT. The OSRAM Lamp, although giving four times the light of a carbon lamp, does not generate heat to any extent. It's added to its other advantages, makes it the ideal Lamp for private houses.

THE HIGH CANDLE-POWER LAMP DOES NOT take as much current as the Enclosed Arc Lamp, and is rapidly displacing this latter form of lighting, being cheaper in first cost and cheaper to maintain.

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form of lighting, being cheaper in first cost

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TO-DAY

9 P.M.—"The Folies" at Theatre Royal.

TO-MORROW

11.30 A.M.—Ordinary Annual General Meeting

of Peak Tramways Co., Ltd., at Hongkong Hotel.

3.30 P.M.—Second Meeting of Hong